

REGIONAL Vision

Southern California Association of Governments

Spring 2002
Vol. 4 Issue 1

Leadership

Vision

Progress

Leadership, **vision** and **progress** which promote economic growth, personal well-being, and livable communities for all Southern Californians.

WHAT DO WE WANT TO BE WHEN WE GROW UP???

Crafting a New Vision for Southern California

News Briefs

New Cities Join SCAG: SCAG is pleased to welcome and announce the additions of several cities to its roster of member cities, including Garden Grove, Santa Fe Springs, Hawthorne, La Puente and Sierra Madre. This now brings its total to 164 member cities in the 188-city Southern California region.

SCAG looks forward to each of these cities' active participation in the regional planning process.

Bike To Work – May 16th: Thousands of commuters throughout Southern California will bypass high prices at the gas pumps and bicycle to work or school in celebration of Bike to Work Day on Thursday, May 16. The campaign aims to introduce people to the benefits of bicycle commuting. It is sponsored by the California Bicycle Coalition, Los Angeles County Metropolitan Transportation Authority, Southern California Rideshare, and several Southern California cities and transit agencies.

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We all remember getting asked the same question time after time when we were children, and many continue to ask it of themselves as adults. The eternal question, “what do you want to be when you grow up,” provokes different reactions from anyone asked and conjures up dreams and aspirations of where we think the future will lead us. While it’s a question that seems very simple on its face, the paths we choose to take to reach our desired future can become very complex.

But this key question has never applied strictly to individuals. Whether referring to policy makers, business or environmental leaders, or regional agencies such as SCAG, the very essence of what we call planning comes down to that very simple question of how we envision our process of “growing up” and what will be required to get us to the future we collectively desire. In that vein, SCAG has embarked on a bold new initiative, Growth Visioning for Sustaining a Livable Region, a unique program intended to help Southern California answer that essential question of what it wants to be when it grows up.

What Does Our Future Hold?

There are very compelling reasons why SCAG has decided to take on this new planning mission now. By the year 2025, the population of the six-county Southern California region will be transformed, growing dramatically from its current 16 million-plus residents to more than 22 million. To put it another way, take the current population of Orange County, double it, and add it to our region, and that represents the tremendous level of growth Southern California faces over the next two decades. And even if it were possible to somehow

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What do we Want to be When we Grow up???

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curtail or eliminate the migration of new residents into Southern California, three-quarters of that growth will still occur just from the natural reproduction of our current residents.

To put it in simpler terms, if we fail as a regional community to begin planning now for how to accommodate this future growth, the Southern California that we leave to our children will be a considerably less livable, less desirable place than we have today.

Even more importantly, we cannot properly plan for our collective future if we continue to make transportation, land use, water resources and other planning decisions strictly at the local level. We must understand that even though we may physically reside in one of the six counties and 188 cities that make up Southern California, our collective communities become more interrelated every day. Decisions we make about the future of one local community have increasingly important impacts on other communities, whether it's the town next door or one hundreds of miles away.

That tremendous growth will have profound consequences on virtually every element of our quality of life if we fail as a regional community to start planning now for that future reality. Our transportation network will shut down in gridlock far worse than the current congestion we experience today. Housing will become even more difficult to obtain and afford, and people will be forced to find housing farther and farther away from the region's job centers, traveling longer distances on our roads and further exacerbating our congestion problems. Our air quality will worsen with millions of new automobiles, trucks, industrial facilities and other emission sources. New development will continue to encroach on our ever-dwindling open space and other environmental jewels. Energy costs will rise as demand continues to escalate. And water could become an even more important, and more expensive, commodity than energy.

What Does Growth Visioning Mean?

It is within this regional context that SCAG has embarked upon this new Growth Visioning venture. It is Southern California's first true effort at developing a new framework for looking at all of the various planning decisions we face collectively and comprehensively.

At its foundation, SCAG's Growth Visioning for Sustaining a Livable Region is being led by a dedicated group of local elected officials and subregional leaders from throughout the six-county region. The Growth Visioning Subcommittee initiated its work in July of 2000 when it became clear to SCAG that a larger framework was needed to consider transportation, land use and other planning issues inclusively and regionally.

SCAG's Growth Visioning Subcommittee has already reached some important milestones over the last year. It has analyzed similar visioning efforts that have taken place in several different metropolitan areas around the country. It has established the overall framework and schedule for the Growth Visioning process that will be undertaken over the next two years. Most importantly, it has adopted four overarching principles to help guide the overall Growth Visioning process. Specifically, the Regional Growth

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Legislative Report

SCAG has identified numerous priority areas for both federal and state legislative initiatives in the areas of transportation, housing and appropriations funding this year. During the first quarter of 2002, SCAG pursued an ambitious agenda in order to advance many of these initiatives.

Federal

President Bush's FY03 budget contained Revenue-Aligned Budget Authority reductions of almost \$663 million in federal highway funds for California, including \$284 million for Southern California. SCAG worked with Governor Davis to persuade Congress to introduce the Highway Funding Restoration Act, which requires funding to match the levels authorized in TEA-21. The act would restore \$4.4 billion by tapping into the federal Highway Trust Fund.

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Program Notes

SCAG Amends 2001 RTP, RTIP

At its March 7th meeting, the SCAG Regional Council considered and adopted resolutions approving an amendment to the 2001 Regional Transportation Plan (RTP) and the 2001 Regional Transportation Improvement Program (RTIP) as follows:

- ▲ Add the southern half of the Arbor Vitae interchange at I-405 in Los Angeles County. This project would be added to the 2001 RTIP and the 2001 RTP as a baseline project.
- ▲ Revise a 2001 RTP baseline project to add two lanes in each direction between Hunter Road and Domenigoni Parkway in Riverside County. This project would also be amended in the 2001 RTIP.
- ▲ Add one lane in each direction on US-101 in Ventura County between SR-23 and the County Line to ensure the effectiveness of the proposed improvements to SR-23/US-101 interchange as well as improvements to SR-23, which are already included in the 2001 RTIP. This project would be amended only into the 2001 RTP as a constrained project.

The RTP is SCAG's long-range, comprehensive transportation plan for the six-county Southern California region. It was adopted by the Regional Council in April 2001 and subsequently certified by the federal agencies for conformity as well as consistency with federal policies in September. The RTP proposes \$144 billion in investments over the plan period to assure operation and maintenance of our transportation system and implement critical capital projects to accommodate future growth anticipated in the region.

On the other hand, the RTIP is a near-term transportation improvement program used as the funding vehicle to implement the needed transportation improvements that are consistent with the long-range vision outlined in the RTP. The RTIP is typically a five-year program and may be viewed as the primary implementation tool of RTP. Projects seeking federal or state funding must be consistent with the RTP and be listed in the RTIP.

In order to meet the state and federal requirements, a draft amendment document, including conformity, environmental, and fiscal analyses, was prepared to assure that the proposed amendments would not jeopardize the integrity of the original RTP. The document was circulated for a 30-day public review and comment period. The document availability, as well as a public hearing, was publicized in the region's major newspapers in January. After the comment period, staff prepared responses to those comments received, and refined the document prior to final submission to the Regional Council. In addition, state law required SCAG to conduct an interagency consultation process to assure agreement on the matter by all of the primary stakeholders, primarily county transportation commissions and Caltrans.

For more information related to the RTP/RTIP amendments, please visit our website at www.scag.ca.gov or contact Naresh Amatya at 213-236-1885, or email at amatya@scag.ca.gov.

Working Toward a Seamless Transit Network

Established in September 1998 to examine a series of transit programs and create policies for the 2001 Regional Transportation

Plan (RTP), SCAG's Regional Transit Task Force (RTTF) continues its efforts to support and encourage an honest dialogue regarding the potential future capabilities of the Southern California transit system.

The RTTF, which includes transit operators and county transportation commissions throughout Southern California, is currently focused on examining regional transit ridership growth scenarios. The group will be looking at various strategies to increase transit ridership in both the short term and the long term. Detailed analysis of the transit costs and benefits will take place once the growth scenarios are complete.

To begin the growth scenario effort, the RTTF conducted one-on-one interviews with a representative sample of transit operators located throughout the SCAG region. The responses highlighted several challenges facing the region's transit operators, such as a lack of operating funds to increase service, and a lack of involvement in land use development decisions. On April 9th, SCAG held a Regional Transit Funding Workshop at the SCAQMD in Diamond Bar to further explore the needs of local operators. Workshop topics included Transit Funding 101, funding obligations, and "How to get your project funded." Speakers shared their knowledge and experience with approximately 45 attendees from all over Southern California, stressing the importance of

building partnerships and aggressively seeking funds from federal, state and local sources.

Over the long term, the RTTF seeks to expand its role beyond development of the transit component of the Regional Transportation Plan. Chairman Ron Kilcoyne of Santa Clarita Transit hopes that the RTTF will become a forum where transit operators and agencies from the six counties can discuss both local and regional issues as well as possible solutions to increase transit usage.

For further information about the Task Force's ongoing efforts, please contact Michelle Glickert of SCAG at 213-236-1881, or email at glickert@scag.ca.gov.

Revising Southern California's Growth Forecast

SCAG has begun the growth forecast revision process for the 2004 Regional Transportation Plan (RTP). The 2004 RTP will replace the 2001 RTP that was adopted by the SCAG Regional Council in April 2001. There are three components to the growth forecast revision process: (1) trend projection; (2) baseline projection and (3) plan forecast. The Trend Projection is intended to be technically policy free and will reflect recent trends in population, households and employment. SCAG staff and consultants have developed regional and county projections through the year 2030 (with a 2000 base year). The county projections then will be sent out for local review. Local input and potential environmental constraints will be incorporated, and the resulting baseline projection will be sent to SCAG's technical and policy committees for approval.

The new forecast will form the basis for the RTP Forecast that incorporates alternative transportation investment strategies and growth visioning alternatives. SCAG, the subregions and the South Coast Air Quality Management District (SCAQMD) will use the data in transportation modeling to estimate mobile and stationary source emissions.

The forecast revision schedule includes opportunities for local input and feedback, including an extensive local review process

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The Regional Council

OFFICERS

PRESIDENT: Supervisor Jon Mikels, County of San Bernardino

FIRST VICE PRESIDENT: Councilmember Hal Bernson, Los Angeles

SECOND VICE PRESIDENT: Mayor Pro Tem Bev Perry, Brea

IMMEDIATE PAST PRESIDENT: Mayor Ron Bates, Los Alamitos

IMPERIAL COUNTY: Hank Kuiper, Imperial County • Jo Shields, Brawley

LOS ANGELES COUNTY: Melanie Andrews, Compton • Ken Blackwood, Lomita • Yvonne Brathwaite Burke, Los Angeles County • Zev Yaroslavsky, Los Angeles County • Harry Baldwin, San Gabriel • Bruce Barrows, Cerritos • George Bass, Bell • Hal Bernson, Los Angeles • Robert Bruesch, Rosemead • Gene Daniels, Paramount • Jo Anne Darcy, Santa Clarita • Ruth Galanter, Los Angeles • Eric Garcetti, Los Angeles • Wendy Greuel, Los Angeles • James Hahn, Los Angeles • Janice Hahn, Los Angeles • Nate Holden, Los Angeles • Sandra Jacobs, El Segundo • Lawrence Kirkley, Inglewood • Tom LaBonge, Los Angeles • Bonnie Lowenthal, Long Beach • Keith McCarthy, Downey • Cindy Miskowski, Los Angeles • Pam O'Connor, Santa Monica • Nick Pacheco, Los Angeles • Alex Padilla, Los Angeles • Jan Perry, Los Angeles • Beatrice Proo, Pico Rivera • Mark Ridley-Thomas, Los Angeles • Ed Reyes, Los Angeles • Karen Rosenthal, Claremont • Dick Stanford, Azusa • Tom Sykes, Walnut • Paul Talbot, Alhambra • Sidney Tyler, Jr., Pasadena • Dennis Washburn, Calabasas • Jack Weiss, Los Angeles • Dennis P. Zine, Los Angeles

ORANGE COUNTY: Charles Smith, Orange County • Ron Bates, Los Alamitos • Ralph Bauer, Huntington Beach • Art Brown, Buena Park • Lou Bone, Tustin • Elizabeth Cowan, Costa Mesa • Cathryn DeYoung, Laguna Niguel • Richard Dixon, Lake Forest • Alta Duke, La Palma • Shirley McCracken, Anaheim • Bev Perry, Brea • Tod Ridgeway, Newport Beach

RIVERSIDE COUNTY: Bob Buster, Riverside County • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula • Jan Rudman, Corona • Charles White, Moreno Valley

SAN BERNARDINO COUNTY: Jon Mikels, San Bernardino County • Bill Alexander, Rancho Cucamonga • Lee Ann Garcia, Grand Terrace • Bob Hunter, Victorville • Gary Ovitt, Ontario

VENTURA COUNTY: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

RIVERSIDE COUNTY TRANSPORTATION COMMISSION: Robin Lowe, Hemet

VENTURA COUNTY TRANSPORTATION COMMISSION: Bill Davis, Simi Valley

SCAG Directors

Mark Pisano, Executive Director

Bert Becker, Chief Financial Officer

John Cox, Deployment & Partnership

James Gosnell, Planning & Policy

Jim Sims, Information Services

& Rideshare Services

Helene Smookler, Chief Counsel &

Director, Communications

& Government Affairs



Legislative Report (Continued from page 2)

SCAG also met with representatives from local, regional and state governments to refine and finalize a series of principles for the upcoming TEA-3 transportation measure. The highlights of these TEA-3 principles include:

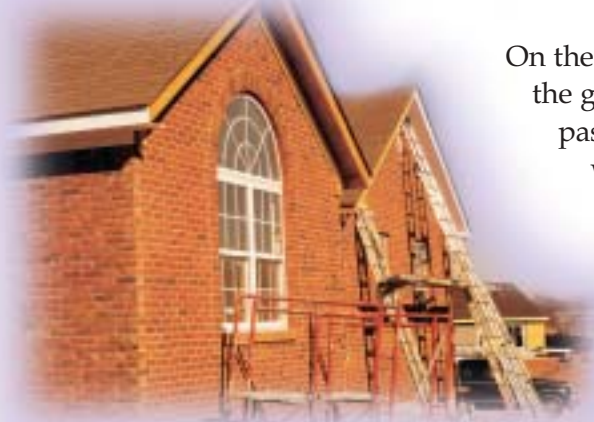
- ▲ Preservation of guaranteed funding levels established in TEA-21 that match transportation revenues and expenditures.
- ▲ Funding increases and full access to the Highway Trust Fund, ensuring that California receives its fair share of the Trust Fund.
- ▲ Funding increases in the Transit Formula Program and the Major Capital Investment programs.
- ▲ Strengthen the Congestion Mitigation and Air Quality (CMAQ) improvement component to address congestion and air quality issues.
- ▲ Devote maximum funding to flexible formula programs and oppose the creation of additional FHWA discretionary programs beyond those currently in place.
- ▲ Increase funding for the deployment and implementation of Intelligent Transportation Systems.
- ▲ Oppose efforts to place statewide “caps” on formula or discretionary Federal Transit Administration funds.
- ▲ Establish a new funding formula to provide greater resources for intermodal facilities, ports of entry, airports and key goods movement corridors.
- ▲ Allow for easier access to innovative finance programs to facilitate the development of public-private partnerships.



SCAG is in the process of developing a Regional Transportation Summit later this Summer with the goal of bringing together Southern California's transportation leaders to identify key priorities for the upcoming TEA-3 congressional debate.

On other federal fronts, SCAG's Regional Council approved a FY03 appropriations request, including money for the California Maglev Deployment Program; truck lane implementation studies for the Pomona Freeway (SR-60); and Intelligent Transportation Systems.

State



On the March 2002 statewide ballot, Proposition 42, which dedicates the gasoline sales tax for transportation purposes, overwhelmingly passed with nearly 70% of the votes. Its passage will go a long way to ensuring that there will be a steady stream of more than \$1 billion in funds for transportation projects annually.

SCAG is also working in Sacramento on several housing issues. Senate President John Burton has introduced the Housing Bond Act. If passed, the Act will authorize a \$2 billion obligation bond to finance state housing programs. SCAG's Regional Council voted to support the bond measure at its March meeting.

Furthermore, SCAG continues to track the progress of SB 910 (Dunn) regarding housing element reform and is actively participating in a working group established by Assemblymembers Lowenthal and Wiggins to discuss reform priorities.

Finally, advocates for SCAG have worked with the State Board of Equalization to prevent the expansion of agricultural exemptions on diesel fuel taxes. The exemption will reduce revenues by more than \$50 million and will impact transit assistance.

For more information regarding SCAG's federal or state legislative program, please call Michael P. Murphy at 213-236-1820, or email at murphy@scag.ca.gov.

Subregional Highlights

Gateway Cities COG Oversees Major Study of I-710

Since its construction in the 1950's and 60's, the Long Beach Freeway (I-710) has become the primary route for cars and trucks traveling between Long Beach and Los Angeles and beyond. With its connection to the Port of Long Beach, the freeway is one of Southern California's most important trade and commerce corridors. As the volume and frequency of travel along the interstate continues to increase, a variety of traffic, economic and environmental problems have arisen in recent years. In January 2001, the I-710 Major Corridor Study was initiated to identify solutions to these growing challenges. The two-year study is jointly funded by the Governor, Caltrans, MTA, SCAG, and the Gateway Cities Council of Governments.

According to the Port of Long Beach Master Plan, approximately 17,000 trucks currently use the I-710 each day, and that number is projected to increase to an astounding 46,000 by 2025. The I-710 Major Corridor Study is analyzing a series of alternative improvement that will best suit the short- and long-term transportation needs of the area. The study primarily is focusing on solutions to accommodate truck traffic increases, as well as address safety problems, outdated freeway design, and environmental concerns.

Among the many options being analyzed, the I-710 Major Corridor Study will consider adding travel lanes to the freeway, improving interchanges, developing dedicated truck lanes, and improving transit (bus and potentially rail) services as potential solutions to the immediate transportation challenges. The analysis will also determine the timeline of project implementation, as well as recommendations for securing federal and state project approval and construction funding. The COG has retained a firm to help develop alternatives to develop financing for the eventual improvements.

The South Coast Air Quality Management District (SCAQMD) rates the area around the corridor among the worst in Southern California

for diesel emissions and carcinogenic risk. The improvement of truck flow will help reduce the environmental impacts. A Preliminary Environmental Assessment Report (PEAR) and public outreach will be included as a part of the study.

Public input on the study is being sought through various means, including surveys, fact sheets, press releases, presentations, public workshops, and the project website www.mta.net/trans_planning/CPD/I-710/I-710.htm. The opinions and suggestions of residents, businesses, and community groups are an integral part of the study, as the decisions being made will affect the areas surrounding the corridor. An initial public survey concluded that travelers cite six major problems with the interstate, including, too many trucks, too much congestion, dated freeway design, deteriorating pavement conditions, unattractive facility, and lack of freeway shoulders. Solutions suggested in the survey included widening the freeway, elevated lanes, improved interchange design, and port expanded hours of operation to spread out the flow of trucks along the freeway.

An Oversight Policy Committee (OPC), in conjunction with a Technical Advisory Committee, will select the preferred alternative based on the results from all aspects of the study. The target date for completion of this effort is March 2003.

For more information about the I-710 Major Corridor Study, please contact Al Bowser at 213-236-1843, or email at bowser@scag.ca.gov.

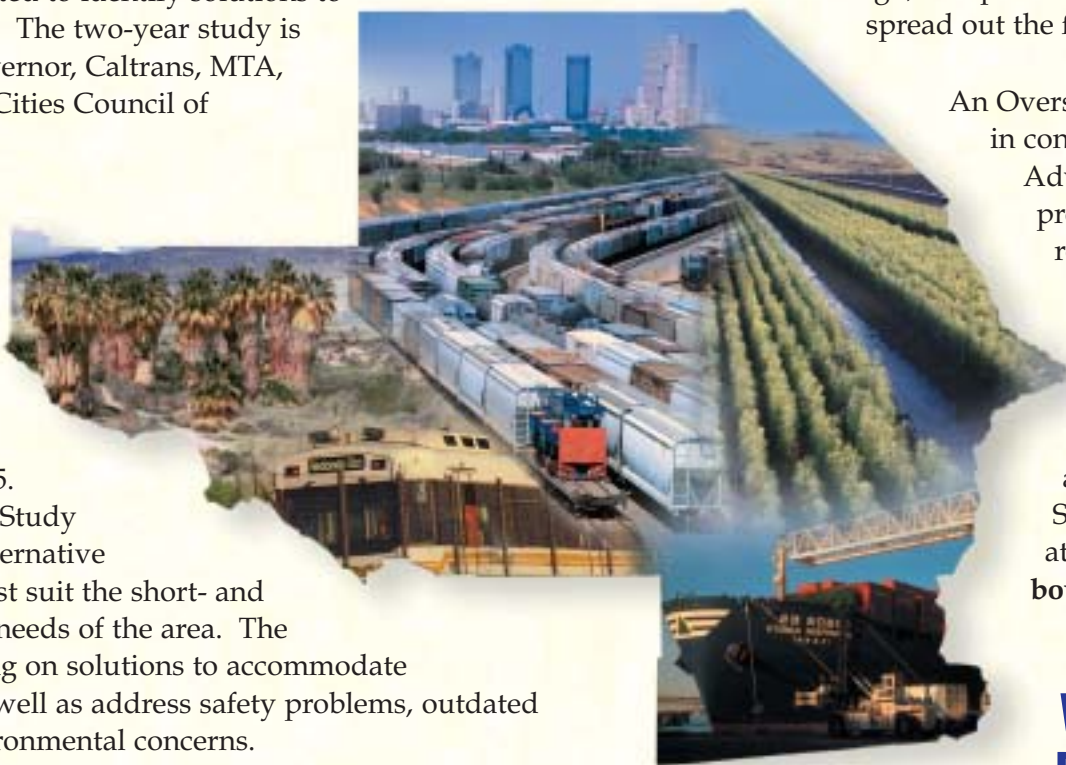
Ventura COG Undergoes Restructuring

This Spring, the Ventura Council of Governments (VCOG) will finalize its efforts to restructure some of its operations, including plans for allocating state and federal funds as well as the developing its work program. The contract for the current interim director, Penny Boehm will expire as of June 30th, 2002. At the April meeting, decisions on VCOG's project priorities will be discussed, and the process for retaining a permanent executive director will begin in earnest. The new executive director is expected to be retained by July 1st.

Last fall, a series of meetings, involving dozens of elected officials from throughout the county, were held to examine VCOG's long-term goals and tailor its work more closely to the needs of the county. As part of this effort, Penny Boehm conducted a study of other COGs and presented a variety of approaches VCOG can use to determine the range of issues to address.

VCOG has decided to concentrate its efforts on fewer projects, primarily on planning issues such as Livable Communities, as well as other intra-county issues such as homelessness. The scope of these projects will also be decided in the upcoming meetings. In addition, VCOG will discuss a proposed plan to charge participating cities a population-based fee in order to cover the expenses of the work program. VCOG plans to continue meeting regularly for the remainder of the year.

For more information about the Ventura Council of Governments, contact Penny Boehm of VCOG at 805-984-6997, or Ed Jones of SCAG at 805-494-0891.



What do we Want to be When we Grow up??? (Continued from page 2)

Principles to be followed throughout this effort are:

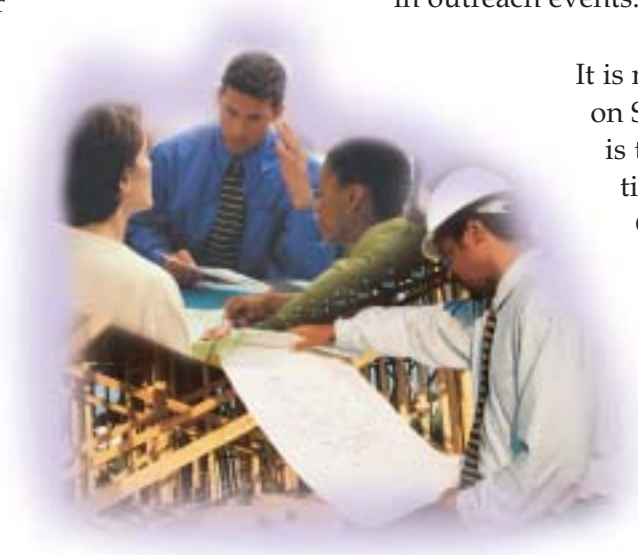
- 1. To Improve **Mobility** for All Residents
- 2. To Foster **Livability** for All Communities
- 3. To Enable **Prosperity** for All Citizens
- 4. To Promote **Sustainability** for Future Generations

However, SCAG quickly recognized that such an important, complex new initiative could not be handled solely by a committee of decision-makers. In order for Growth Visioning to be a truly successful effort, a much larger dialogue must be engaged with the many diverse social, political, cultural and economic elements that make up the Southern California tapestry.

Growth Visioning's ultimate goal is to create a new platform that will allow Southern California's many diverse communities to communicate with one another and identify common goals regarding our future. For that reason, a critical element of SCAG's Growth Visioning effort will involve a broad-based, multi-faceted communications and community outreach program. In an effort to foster this regional dialogue, major elements of the outreach program will include:

- ▲ Public opinion surveys and focus groups to better understand current regional opinions on growth.
- ▲ Interactive community workshops throughout Southern California, challenging participants to consider and discuss growth projections in their area and regionally. These uniquely interactive events will include the use of hard-copy materials, visioning maps and computer imagery to foster the dialogue. There will also be five region-wide workshops as well as a specialized "Youth Workshop on the Future."
- ▲ An innovative new Growth Visioning Web Center, including bulletin boards, webcasts, online surveys, workshop calendars and other opportunities for citizen interaction and participation in the Growth Visioning process.
- ▲ A toll-free Growth Visioning Hotline for interested citizens without Internet access.
- ▲ Regular Growth Visioning newsletters, brochures and other communications materials.

- ▲ Presentations and briefings with elected officials at the local, state and national levels.
- ▲ Active engagement of academic, environmental, transportation, land use and other key stakeholder communities.
- ▲ A specialized Speaker's Bureau program to bring Growth Visioning to the neighborhood level.
- ▲ A region-wide media outreach campaign to aggressively promote the Growth Visioning concept to residents throughout Southern California and maximize community participation in outreach events.



It is not SCAG's intent to impose a new vision on Southern California. Rather, SCAG's goal is to help capture and encapsulate the collective vision of the greater Southern California community and begin developing a series of recommended actions to help us achieve that collective vision.

This extensive community outreach and engagement campaign will culminate with the selection of a recommended vision and implementation plan for Southern California, which will then be presented at a final regional forum for public evaluation. The

resulting vision adopted by SCAG will then serve as the basis for developing the next Regional Transportation Plan, Regional Housing Needs Assessment as well as general planning efforts at the local level.

Growth Visioning will not end there. For too long, local decisions regarding transportation, housing, the environment and infrastructure have been made independent of one another and without broad-based participation by the larger Southern California community. Through Growth Visioning, SCAG's overall goal is to change how we make decisions on these kinds of issues, how we identify common solutions, and how we engage the entire regional community in that decision-making process.

SCAG has great hopes about the outcomes of this unprecedented Growth Visioning effort and its potential to help foster the Southern California we want it to be when it grows up. Its success is possible only through the active engagement and participation of decision-makers, community leaders, and residents throughout Southern California.

To learn more about Growth Visioning and how you can become involved, please call Mark Butala of SCAG at 213-236-1945, or email at butala@scag.ca.gov.

Program Notes (Continued from page 3)

for the Plan Forecast. Since October 2001, a total of ten meetings and workshops have been held to date to discuss the methodology, procedures and assumptions for the Trend Projection. These meetings have included the Forecasting Technical Task Force (FTTF), Subregional Coordinators Group and Economic Advisory Panel.

In March, the SCAG Community, Housing and Economic Development Committee referred the preliminary baseline projections back to the Forecasting Technical Task Force and Subregional Coordinators for further review of the methodology, assumptions and review process. This group had its first meeting on March 20th, and the local review process will begin in earnest later this year.

For additional information regarding SCAG's growth forecast revision process, please call Huasha Liu at 213-236-1838, or email at liu@scag.ca.gov.

News Briefs

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According to a recent survey, 40% of those who participated in a Bike to Work Day event were first-time bike commuters, and of those, 32% have continued to bike to work since.

As part of the event, commuters riding to work on May 16 can stop at one of several "Pit Stops"—refreshment stations provided by area cities and private businesses. Registration is free and qualifies participants for prizes including bicycles and gear.

To register or for more information, call 1-800-COMMUTE and choose the "rideshare" option, or register on-line at www.bikelink.com.

Best Practices Oversight Committee: In an effort to continue the process of implementing internal reforms and improvements, the Regional Council recently established the Best Practices Oversight Committee. The Committee, which is comprised of Regional Council members and meets on a monthly basis, is currently assessing the implementation of 257 Best Practices recommendations made by six task forces last year.



The recommendations were made to enhance SCAG's information systems; personnel; contracts and purchasing; internal communications; budget and grants; and accounting practices. Task force members included SCAG staff, subregional representatives, local government administrators, SCAG funding partners (Cal Trans and the Federal Highway Administration), and other outside participants. Of the 257 recommendations made by the task forces, 95% have been implemented.

To date, the Oversight Task Force has reviewed the recommendations of the Information Systems, Personnel, Contracts and Purchasing and Internal Communications Task Forces.

For more information regarding the Best Practices Oversight Committee, contact Ed Paul at 213-236-1905, or email at paul@scag.ca.gov.

Strategic Planning Task Force: To enhance its long-term effectiveness as a regional governing body, SCAG has formed a Strategic Plan Task Force to develop a strategic plan that establishes a new framework for SCAG's structure, operation and governing strategies.

A similar plan was prepared in 1990 by the Intra-Regional Relations Task Force. Its implementation included significant expansion of the Regional Council, creation of the subregions, and development of the Regional Comprehensive Plan and Guide to assist local agencies achieve regional planning goals.



The Strategic Plan Task Force will recommend a new strategic plan based on an evaluation of the previous plan's effectiveness, an assessment of SCAG's current practices, and research of growth strategies employed in other regions.

The Task Force is working with a consultant to develop this new strategic plan, which is anticipated to be complete by Fall 2002.

For more information about the Strategic Planning Task Force, please contact Valerie Gibson at 213-236-1879, or email gibson@scag.ca.gov.

Overhauling SCAG's Website: You can soon expect to see a new "look" when you visit SCAG on-line at www.scag.ca.gov.

To better serve members, community and business leaders, government officials and the public, SCAG is undertaking a five-month study to enhance its web site and overall Internet strategy. The recommendations from this effort will help SCAG move to the forefront in the use of online communications to inform stakeholders throughout the region and increase public participation in all of its planning initiatives.



Among the changes in the works:

- ▲ Improve site navigation and usability by enhancing the visual appeal of the site and making it easier for users to find the information they need.
- ▲ Expand public outreach by developing on-line interactive tools to ensure that the site is fully integrated with other SCAG-related projects and public affairs efforts. Improvements will be made that allow users to register for upcoming meetings and events online.
- ▲ Establish an Intranet for employees and Extranet for SCAG members to exchange internal information.
- ▲ Develop a marketing plan to inform the public, as well as SCAG's member cities, about the services offered on the SCAG web site.

A few interim changes have already been implemented, with key improvements identified through this effort to be implemented in the upcoming months. For more information, contact Elyse Kusunoki at kusunoki@scag.ca.gov.

SCAG To Unveil Regional Venture Capital Investment

Report: SCAG is in the process of developing a new Southern California Venture Capital Investment report to be released later this summer. This new report will map, by zip code, where the high technology companies receiving venture capital investments are located in the region. The report will also use historical data to analyze regional venture capital investment

trends over time. SCAG plans to release this unique report on a quarterly basis. For additional information regarding the upcoming Southern California Venture Capital Investment Report, please call Brett Sears of SCAG at 213-236-1810, or via email sears@scag.ca.gov.

May

- 1** NAFTA Subcommittee 10 am, Contact: Bruce DeVine 213-236-1903
- 2** SCAG General Assembly, Lake Arrowhead Resort; All policy committees meet except Community, Economic & Human Development
- 8** SCAG 2nd Annual Legislative Briefing, Sacramento, Contact Alfredo Gonzalez 213-236-1886
- 9** Solid Waste Task Force 10:00 am
- 10** Transportation Conformity Working Group 10:00 am, Contact: Charles Keynejad 213-236-1915
- 15** High-Speed Rail (MAGLEV) Task Force 9:30 am, Contact: Barry Samsten 213-236-1918
- 21** Regional Transit Task Force 11 am, Contact: Michelle Glickert 213-236-1881
- 30** Growth Visioning Subcommittee Noon, Contact: Mark Butala 213-236-1945

June

- 5** NAFTA Subcommittee 10 am, Contact: Bruce DeVine 213-236-1903
- 6-7** Regional Council Retreat, Sheraton Universal Hotel, Contact: Barbara Dove 213/236-1861; All policy committees meet on the 6th
- 14** Transportation Conformity Working Group 10:00 am, Contact: Charles Keynejad 213-236-1915
- 18** Regional Transit Task Force 11 am, Contact: Michelle Glickert 213-236-1881
- 19** High-Speed Rail (MAGLEV) Task Force 9:30 am, Contact: Barry Samsten 213-236-1918
- 25** Project for Immigrant Lives, El Centro 11 am, Contact: Arnold San Miguel 909-784-1513
- 27** Growth Visioning Subcommittee Noon, Contact: Mark Butala 213-236-1945

Calendar

July

- 4** Happy 4th of July (note: meetings regularly held this week will be rescheduled)
- 11** Solid Waste Task Force 10:00 am
- 12** Transportation Conformity Working Group 10:00 am, Contact: Charles Keynejad 213-236-1915
- 16** Regional Transit Task Force 11 am, Contact: Michelle Glickert 213-236-1881
- 18** Growth Visioning Subcommittee Noon, Contact: Mark Butala 213-236-1945

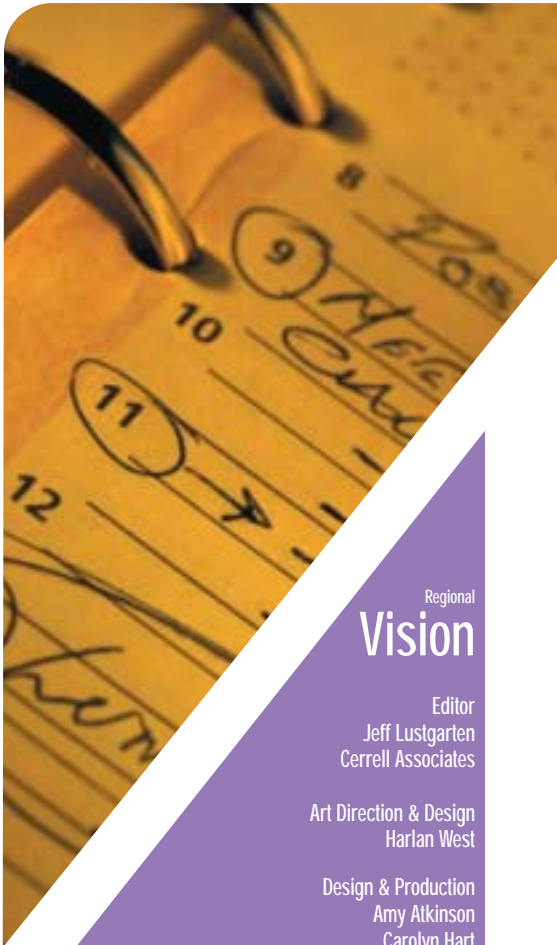
All meetings will be held at the SCAG offices except where noted differently. Some meeting dates and times are subject to change. For further information about meetings, please call 213-236-1800.

Send your comments or story suggestions to: jeff@cerrell.com, or call Jeff Lustgarten at 323-466-3445.

For subscription information or to change your Regional Vision mailing address, contact Barbara Dove at 213-236-1861; email, dove@scag.ca.gov

www.scag.ca.gov.

For further information about SCAG's activities or any upcoming meetings, please visit the SCAG website.




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